HONDA ServiceNews July 2004

Windshield Wiper Blade Care and Replacement

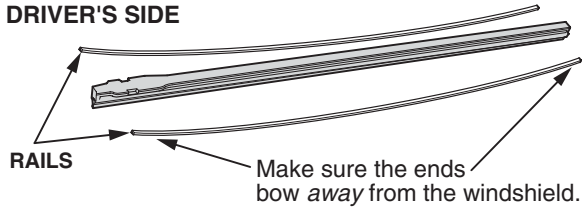
A buildup of road film, oil, or grease on the windshield or the wiper blades can cause the wiper blades to smear, streak, or chatter when being used. If your customers complain of this problem, and their wiper blades are less than **6 months** old, try doing this before you replace the blades:

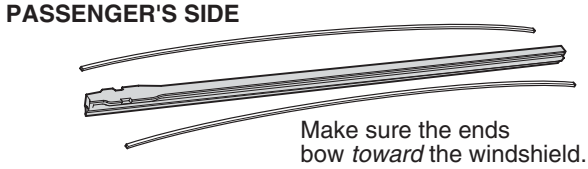
- Use Glass Cleaner (P/N 08732-0050, H/C 7646573) or equivalent, to thoroughly clean the windshield. Make sure you clean it well enough so that water slides off of it, not just beads up.
- Use Windshield Washer Concentrate Cleaner & Antifreeze (P/N 08798-9025, H/C 6864045) straight from the bottle on a soft cloth to clean the wiper blades. This stuff contains a wetting agent that conditions the blade rubber.

If the wiper blades still smear, streak, or chatter after you've cleaned the windshield and the blades, then blade replacement is in order. Make sure you install the rails from the old blades on the new blades like this:

If the old rails are curved:

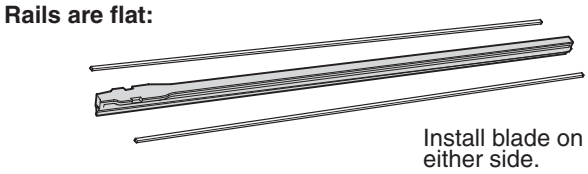
- Install them on the new driver's-side wiper blade with the ends bowing *away* from the windshield. This makes the blade press harder against the middle of the windshield, providing a clear center of vision for the driver.
- Install them on the new passenger's side wiper blade with the ends bowing *toward* the windshield. This makes the blade press harder against the edges of the windshield to clear off any water at the upper and lower ends of each wiper pass.





If the old rails lie flat:

Install them on either new wiper blade.



If one of the new wiper blades is shorter than the other (this is common on many vehicles), just install the shorter blade on the driver's side.

Blue Type 2 Coolant Is Now Factory-Fill

If you're doing a PDI on a new Honda model, don't be surprised if you see blue fluid in the radiator and in the reserve tank. It's not windshield washer fluid or minty-fresh mouthwash. It's Honda's latest Long Life Antifreeze/Coolant Type 2, and it's now the factory-fill.

This new coolant is exactly the same stuff that's been the factory-fill in all '01 and later Honda models, only now it's dark blue instead of green so it's easy to tell apart from the earlier Type 1 coolant. It's completely compatible with the familiar green Type 2 coolant, so there's no problem if you mix them. This new coolant will soon be available from Honda parts stock. Until that time, just keep using the green stuff.

Poor A/C Cooling During Hard Acceleration

NOTE: This article applies to '98–05 Accords, '95–05 Accord V6s, '96–05 Civics, '02–04 Civic Hatchbacks, '03–04 Civic Hybrids, '97–04 CR-Vs, '03–04 Elements, '99–04 Odysseys, and '03–04 Pilots.

Getting customer complaints of poor A/C cooling during hard acceleration? This could just be a normal characteristic of the vehicle. To beef up acceleration and passing performance, the ECM/PCM shuts off the A/C compressor when the vehicle accelerates at or near wide-open throttle. Don't bother replacing components; you won't change this normal characteristic.

Got DTC P1457? Check for a Clogged EVAP Canister Purge Line

Got a '02–03 CR-V in your shop with a DTC P1457 [EVAP control system leakage (EVAP canister system)]? The problem could be a clogged EVAP canister purge line. If your customer was out four-wheeling it, there's a good possibility that mud, sand, or debris could have been sucked into the line, especially if the EVAP canister got damaged or ripped from the vehicle or if the vehicle was plowing through some deep, standing water.

A clogged EVAP canister purge line can delay the supply of vacuum to the fuel tank pressure (FTP) sensor. If the FTP sensor reacts sluggishly, the voltage won't drop down fast enough, and the ECM/PCM will set a DTC P1457 and maybe a test ID (TID) 2D.

To check for a clogged EVAP canister purge line, connect the HDS with version 1.012.023 or later software to the 16P DLC, and run the EVAP System Function Test. If the EVAP system fails the test, you'll need to troubleshoot and repair the problem. If the EVAP system passes the test, then follow these steps to check for a clog in the purge line from the EVAP canister to the engine:

1. Disconnect the purge hose at the EVAP canister, and attach a vacuum gauge to the hose.
2. Start the engine, and activate the purge control valve by back-probing and grounding the YEL/BLU wire. Watch the vacuum gauge.
   - If the gauge needle instantly reads the manifold vacuum, then the purge valve is clear. Reconnect the purge hose to the EVAP canister, and look for other possible causes.
   - If the gauge needle doesn't instantly read the manifold vacuum, then the purge control valve could be clogged. Go to step 3.
3. Disconnect the hose between the EVAP test port and the purge control valve. Attach a vacuum gauge to the test port end of the hose.
4. Activate the purge control valve by back-probing and grounding the YEL/BLU wire. Watch the vacuum gauge.
   - If the gauge needle instantly reads the manifold vacuum, then clean or replace the EVAP test port, the purge line to the rear of the vehicle, or both.
   - If the gauge needle doesn't instantly read the manifold vacuum, then look for a clogged purge control valve port in the intake manifold. If the port is clear, then replace the purge control valve, and retest.

A/T Stuck in Park After Throttle Body Replacement

NOTE: This article applies to A/T-equipped '03–04 Accords, '02–04 CR-Vs, and '03–04 Elements

Has this happened to you? You've replaced the throttle body, now you start the engine, but the A/T won't shift out of Park.

If this situation strikes an all-too-familiar chord, it could be that the PCM needs to learn the relative throttle position. This is a learned value, just like idle learn. To make this happen, here's what you do:

1. Connect the HDS with version 1.012.023 or later software to the 16P DLC.
2. With the engine turned off, check the TPS sensor voltage and the relative throttle position. The TPS sensor voltage should read **0.49 volt;** the relative throttle position should read **0%**.
   - If both the TPS sensor voltage and the throttle position are OK, then continue with normal troubleshooting.
   - If the TPS sensor voltage doesn't read 0.49 volt, go to step 3.
   - If the relative throttle position doesn't read 0%, go to step 4.
3. *TPS sensor voltage greater than 0.49 volt:* Check the adjustment of the cruise control and throttle cables. If the cables are properly adjusted, then replace the throttle body, and retest.
   TPS sensor voltage less than 0.49 volt: Replace the throttle body, and retest.
4. Reset the PCM with the HDS, then do the idle learn procedure.

New Software for HDS: Version 1.012.023

During the week of July 12, 2004, all Honda dealerships were sent a new CD. It contains HDS software version 1.012.023. This new CD sports a gray label (we've got a "G.I. Joe" theme going here) that reads "Honda Diagnostic System Installation Disk (VER 1.012.023), July 2004." Your system administrator should have this software already loaded onto the master server.

Here's some important info on 1.012.023:

- Network settings and user names are stored in memory just in case you need to reset the HDS.
- The HDS can now configure the Honda Interface Module (HIM) as a drive recorder for data analysis. High-speed sampling is included. As part of this, all Honda dealerships are getting a new communication cable (P/N REDCAT5E). This cable began arriving at dealerships the week of May 24, 2004. Refer to the revised *Honda Diagnostic System (HDS) User Guide* available on ISIS under **Tool Information** for details on setting up and using the drive recorder.
- ECM/PCM reprogramming with the HDS is now available. This gives you another method besides using the HIM.
- The training tutorial is no longer a mandatory request after selecting the vehicle systems icon.

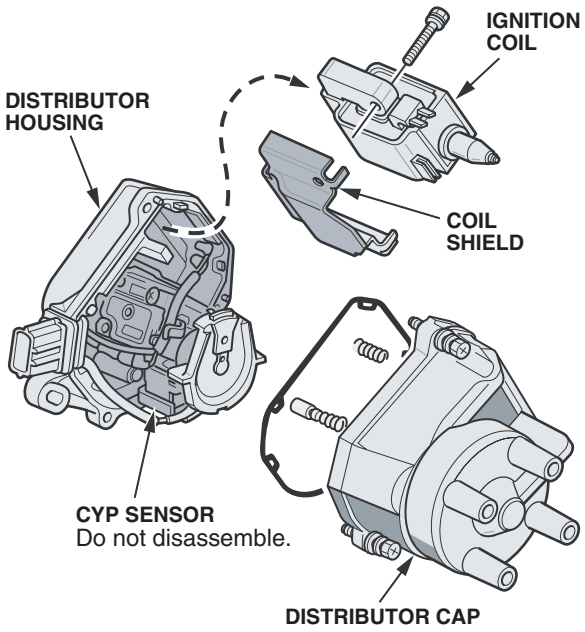
Spotting What's New on a Revised S/B

For you seasoned Honda service techs, this article will seem like preaching to the choir, but if you're new to Honda, we'd like to explain how we identify what's changed on revised S/Bs posted to ISIS.

There's no real rocket science here, just look for the black bars running down the margins on each page. Whenever we revise an illustration or some piece of text in a paragraph, we include a change bar next to it. Depending on how extensive the change is, a change bar can be as short as a single line or as long as entire column.

DTC P1381 Set? Check the Ignition Coil Shield

Troubleshooting a DTC P1381 (CYP sensor intermittent interruption) in a '98–02 Accord L4 or '96–00 Civic? If you can't find anything wrong after following the procedure in the appropriate S/M, then remove the distributor cap, and make sure the coil shield is in place and it's correctly installed as shown. If the coil shield installation looks OK, then the ignition coil is the probably faulty and should be replaced.



Navi Message: "Database old . . . see your dealer"

If the navigation system in a '02–04 Odyssey intermittently displays **Database old . . . see your dealer**, you need to load the navigation operating system 2.05C patch CD. Refer to S/B 03-074, *Navigation Patch CD 2.05C for Rebooting in Advanced Category, Screen Reversing Color, or Wrong Post Office Phone Numbers*, for details.

Warranty A/T Core Return Procedure Changed

American Honda recently changed its warranty A/T core return procedure. Reman A/Ts packaged before this change took place still have the old core return instructions. To avoid any core credit hassles, make sure you follow this procedure when returning an A/T core under warranty:

1. Print out a copy of the Warranty Automatic Transmission Order form you submitted. (These forms are kept on *i*N for **30 days**.)
   - From the *i*N main menu, click on **SERVICE**.
   - Click on **Transactions**.
   - Click on **Advanced Search**, and enter a date range.
   - Click on **Filtered by Service**.
   - Scroll down to the appropriate VIN, then click on it to bring up the form.
   - View the form, and print a copy by clicking on the printer icon.
2. Print out a copy of the Core Return Update Acknowledgement:
   - From the *i*N main menu, click on **PARTS**.
   - Click on **Returns and Surplus**.
   - Click on **Warranty A/T Core Return**.
   - Click on the appropriate VIN to bring up the **Update Core Return Information** screen.
   - Enter the A/T core serial number, then click on **Submit** to bring up the Core Return Update Acknowledgement.
   - View the form, and print a copy by clicking on the printer icon.
3. Seal the used paint strainer in a plastic bag if you clicked **Yes** to the order form question **Strain the ATF through a paint strainer; is the ATF contaminated?**
4. Fill out the Warranty Parts Identification Tag (Reorder Number Y0213). *Make sure you fill out the tag completely (17-digit VIN, etc.) This info is critical to the reman process.* Attach the tag to the A/T core.
5. Slip the printed copy of the Warranty Automatic Transmission Order form, the Core Return Update Acknowledgement, and the sealed paint strainer into the core return envelope.

Tools for Safe and Efficient A/T Replacement

Replacing an A/T in a '99–04 Odyssey or a '03–04 Pilot? The Honda Tool and Equipment Program stocks a number of tools specifically made to ensure the job can be done safely and efficiently. Here's what we recommend you have in your shop:

Transmission Jack - You want two jacks in your shop: one for removing the subframe and another for removing the A/T. Order T/N NR172500D. You'll also need a transmission-to-transmission jack adapter. Order T/N EQS02C000012.

Subframe Adapter - This tool adapts the transmission jack so you can safely remove the subframe. For Odysseys, order T/N PWK07AOD; for Pilots, order T/N VSB02BX0.

Engine Hanger - This tool supports the engine while you're removing the A/T. For Odyssesys, order T/N 07XAA-001030A through normal parts ordering channels. For Pilots, you'll need an engine hanger-to-body adapter (T/N VSB02C000014) and an engine hanger-to-engine adapter (T/N VSB02C000019), available through the Honda Tool and Equipment Program.

Mode $06 Test Information Now Available on *i*N

It's been a long wait, but now you can get SAE J1979 Mode $06 Test Information on the *i*N for all '97–04 Honda models. The Test ID (TID), Component ID, and DTC info is grouped by manufacturer and model year, and it lists the TID and Component ID that applies to each model. Each TID, Component ID, and DTC has a description of the test and explains just how to determine the minimum, maximum, and current values. To get this info on *i*N:

- From the *i*N main menu, click on **SERVICE**.
- Click on **Service Publications (ISIS)**.
- Click on **SEARCH BY PUBLICATION**.
- Click on **Mode $06 Test Information**.
- From the **Mode $06 Test Information** list, select the model year you want to look at.

S/M Fix: DTC P0420 Troubleshooting

The troubleshooting procedure for DTC P0420 (catalyst system efficiency below threshold) in the 2003–04 Accord S/M and the 2003–04 Element S/M is wrong. It was written before we had the current software problem and the updated software to correct this DTC. Make this change in your copies of the appropriate S/M:

2003–04 Accord

Page 11-245, step 9: Change the text to read: Update the ECM/PCM software using the Honda Interface Module (HIM). Refer to Service Bulletin 03-063 for specific model application and procedural information.

2003–04 Element

Page 11-219, step 9: Change the text to read: Update the ECM/PCM software using the Honda Interface Module (HIM). Refer to Service Bulletin 03-031 for specific model application and procedural infomation.

Don't replace the catalytic converter unless the software has already been updated and DTC P0420 sets again; doing so wouldn't provide a lasting repair and could result in a warranty debit.

Tips From Training: Take a Good Look at A/T IDT

Our technical training instructors are coming to a location near you to deliver a diagnostic program that covers just about everything you've ever wanted to know about troubleshooting A/Ts.

Whether it's noises, solenoids, surges, slips, or capturing and interpreting HDS scan data, the Automatic Transmission In-Dealer Training (A/T IDT) is one of the most comprehensive diagnostic programs we've ever delivered. Although we may demonstrate A/T camera setup for the ongoing 2nd Gear Inspection campaign, the A/T IDT will give you lots more of what you need to accurately diagnose today's A/Ts.

Torque Mounting Yoke Nut When Refinishing Brakes

Here's an important reminder when you're refinishing brake discs with the Kwik-Way Power Drive System: For proper attachment of the mounting yoke to the brake disc, *always use a torque wrench* to secure the wheel nut. Never just hand-tighten this nut. Refer to the appropriate S/M for the required spec.

AUTOMOTIVE Youth Educational Systems YES ®

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